

passengers believed to have perished in their berths could be recovered.

"We don't think we will be able to raise the ship," he said, "and, of course, she must be destroyed. We are first bending our energies to recovering the bodies and valuables of passengers. Then we will decide what is to be done with the ship."

No Censure for Captain.
Mr. Palen insists that Captain Johnson, of the Monroe, should be commended, rather than censured, for his conduct at the time of the wreck. He said:

"Captain Johnson is in New York, but the report that he sought safety in the first lifeboat to leave the Monroe is absolutely untrue. He was in the second of the lifeboats that got off safely, and only when there were no other passengers on the deck that could be reached. He put three other passengers in that boat before he got in himself, and if he had not acted as he did, the loss of life would have been greater."

"Captain Johnson saw the necessity of getting off in this boat, so that he could assist in picking up other people who were struggling in the water. That he used good sound judgment was shown by the fact that twenty-eight more people were pulled into that boat mainly through his efforts."

The revenue cutter Monongah will destroy the Monroe if it is found necessary.

E. C. Lohr, general agent of the Merchants' and Miners' Transportation Company, today declared the charges made in the libel proceedings against the Nantucket were "mere poppycock." "They had to say something," he said, "and they used a lot of paper in doing it. Anybody who knows Captain Berry, of the Nantucket, knows that there is no more competent steamboat master on the Atlantic coast. He has been running up and down the coast for years. He has never had a serious accident that I know of, and he has always been regarded as an able and efficient master."

Crew Not Incompetent.
"As for the crew, they are incompetent, that is more talk—more talk. People should suspend judgment in this matter until the government investigation is concluded."

"We feel confident that the accident was not due to the carelessness of the crew of the Nantucket. She was not proceeding at a great rate of speed. Passengers have stated that the vessel was proceeding at regular intervals. Captain Berry was on the bridge, and every man that should have been on duty was at his post."

It was a terrible thing. Nobody knows how it happened. It has been proven, however, that the Nantucket did blow fog signals, and that her captain and crew stood by the sinking Monroe, and without thinking of their own safety, sent lifeboats to her assistance."

George H. Upler, inspector-general of the Steamboat Inspection Service, has received the report of the men who investigated the causes of the wreck. He has refused to make public the testimony, but it is known to carry the charge that the captain of the Nantucket is at fault in the collision. He said it was before he retired, and that the ship was not proceeding very fast.

Ship Proceeding Slowly.
"I spoke of the slow speed the ship was making to Third Officer Robinson," said Mr. Odell. "He told me it was foggy, and the ship would have to proceed slowly. The Nantucket was blowing regularly throughout the night. I could not sleep for the noise of the whistle. I was lying in my berth reading when the collision occurred. I got up and looked out my stateroom door. Sailors were running in all directions. The third officer shouted to passengers to take to their lifeboats, and I slipped one around me."

"Some men went to the bow to ascertain the damage the Nantucket sustained, while others began to launch lifeboats. Then word was shouted down the line that the ship was in no danger. There were not many passengers on our ship, but they all went out on deck. I was at the ladder when the first lifeboat started, and I saw the survivors from the Monroe. I think there was a dead body in the first boat. I helped to throw blankets over some of the survivors, and gave my overcoat to a woman who had on only a nightgown."

"I was present when the body of Mrs. Harrington was brought on board. It was not known that she was dead then. Somebody said she had only fainted. I did not see Mr. Harrington knock anybody down for suggesting that her body be thrown overboard. Nobody suggested that the body of Lieutenant Cutler be thrown overboard. He was breathing. Bubbles were coming out of his mouth, and somebody said he was breathing. They tried to get the water out of him, and he got some, but life was extinct."

"I think the crew of the Nantucket behaved like real men. There was no panic, no disorder. The lifeboat crew got the boats lowered in a hurry, and were off before the Monroe stopped blowing her whistles of distress."

"When I got up on deck the Monroe was only a few feet from the Nantucket. She had searchlights on the Monroe, and was following her up. Captain Berry was shouting to the wireless men something about sending out S. O. S. calls, and one of them told him the mast was broken."

"They went up the rigging and made some repairs, and in a few minutes I heard the sound of the instrument and saw the sparks from the engine. Everything possible was done for them."

May Be John Egbert.
It developed today that John J. Edwards mentioned in the list of those who were drowned may be John Egbert, chief master of the tugboat battleship Louisiana. Egbert was on leave, and was supposed to sail for New York to visit his wife. He was a swimming instructor in the navy, and is said to have saved the lives of several of his shipmates in Cuba last winter. He was in Guantanamo last winter. His shipmates say he must have been

Coming of The Sunbeam
How to Avoid Those Pains and Distress Which So Many Mothers Have Suffered

It is a pity more women do not know of Mother's Friend. This remedy softens the muscles, enables them to expand without strain and enables them to go through the ordeal of childbirth without pain, nausea, morning sickness or other dreaded symptoms so familiar to many mothers.

There is no foolish diet to harass the mind. Thousands of women no longer resign themselves to the thought that sickness and distress are natural. They know better. For in Mother's Friend they have found how easy it is to banish all those dreaded experiences.

It is a subject every woman should be familiar with, and even though she may not require such a remedy, she will soon find that some prospective mother to whom a word in time about Mother's Friend will come as a wonderful blessing. This famous remedy is sold by all druggists, and is only \$1.00 a bottle. Write to-day to the Bradfield Regulator Co., 227 Lamar Bldg., Atlanta, Ga., for a most valuable book to expectant mothers.

Japanese Public Aroused
Rigid Investigation of Naval Corruption

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The Berry Case becomes even more inviting in February!!

Generally Fair Weather Is Indicated for South

Washington, February 1.—Two winter storms are expected to cross the country from the West this week.

"The first part of the week," said the Weather Bureau bulletin, "will be fair over the eastern, central and southern portions of the country, with moderate temperatures, as a rule, although there will be light frosts Monday morning in Northern Florida. A disturbance now over Montana will extend eastward and southward, preceded and accompanied by increasing cloudiness and rising temperatures. There will be rain or snow by Tuesday in the Great Central Valley, and during Tuesday night and Wednesday the rains and snows will extend to the Middle Atlantic States and New England."

"Rising pressure and falling temperatures will follow the North-western storm, and it is probable that another brief period of low temperatures will set in, beginning Monday night in the North-west, reaching the central portion of the country about the middle of the week and the East a day or so later."

"A second disturbance will appear over the Pacific Coast Tuesday or Wednesday. It will move eastward and southward, with resulting rains and snows over the central and eastern portions of the country during the second half of the week, reaching the Atlantic States by the end of the week."

"In the South generally fair weather is indicated, although rains are probable in the Gulf States toward the middle of the week, with higher temperatures."

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"But it will be very difficult to get any such legislation. The United States cannot enact it for the high seas, as the rules for the high seas were established under the collision act of 1897. The Monroe went down on the high seas. To profit by this lesson, more than twenty-seven signatory powers would have to sign for a new law. It took more than eight years to get them to approve of the present law for running ships in a fog."

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Leaves Body to Medical Society.
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Monrovia, Cal., February 1.—B. M. Blithe, for twenty-five years prominent in Southern California affairs, died at his home here to-day of cancer. One of the provisions in his will was the disposal of his body to a medical society for scientific purposes.

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GIVES HIS LIFE FOR OLD NEGRO MAMMY

Operator Kuehn Puts Life Belt About Her, Then Waits for Death.

HIS ONLY THOUGHT FOR HER

Survivors Tell How Hero of Monroe-Nantucket Disaster Died.

Norfolk, Va., February 1.—Ferdinand J. Kuehn, senior wireless man of the Monroe, who was the hero of the marine disaster off the Virginia coast on Friday morning, gave his life belt to an old negro woman. Her identification has not been established. Kuehn went down with the ship, while the old "negro mammy" was picked up by lifeboat No. 7, commanded by Captain Johnson.

"Just before I plunged from the deck of the Monroe," said Charles Sutton, of Hartford, N. C., the deck engineer who rescued Miss Sally McCombs, of College Station, Tex., "I saw Kuehn coming out on deck from the wireless station. He had a cork belt around his body."

"Kneeling on the deck by my side was an old negro woman who was praying. She picked up the cork belt and gave it to me. Without the least hesitation the wireless operator removed the belt from the cabin to get a belt around the old woman's body."

"Now jump," he said to her. "It's your last chance. I did not see Kuehn again, and within less than three minutes the Monroe had disappeared from sight. Kuehn certainly knew when he gave the belt to her that there was not another one to be obtained on deck, and he should have known that to attempt to re-enter the wireless house or one of the cabins to get a belt around certain death for him. He did not seem to take these things into consideration, however. His only thought seemed to be to save the life of this old woman who was almost paralyzed with fear."

R. L. Etheridge, of 100 Pine Street, Berkeley, Va., who was Kuehn's assistant, said to The Times-Dispatch correspondent to-day:

"Kuehn was in the wireless room when I saw him last. He kept flashing the 'S. O. S.' signal with his auxiliary battery after the inrush of the water had put the engines out of commission. When he already had adjusted a cork belt around his waist, there is any justice left in this matter. I didn't see him again, but I have learned from survivors that he gave his life belt to another passenger. Before we left the deck of the Monroe, I distributed as many life-preservers as I could find. I tried to get all the women, both white and black, were provided with belts. There was, of course, much excitement, and many of the men and women had left their cabins without the lifebelts. The suddenness of the whole thing made it impossible to see

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Most Popular Railroad Conductor

The Times-Dispatch Voting Coupon

A Solid Silver Lantern will be given by The Times-Dispatch to the most popular Railroad Conductor running into or out of Richmond.

I hereby cast one vote for

Name.....

Railroad.....

Address.....

Mail all coupons to POPULARITY MANAGER, The Times-Dispatch.

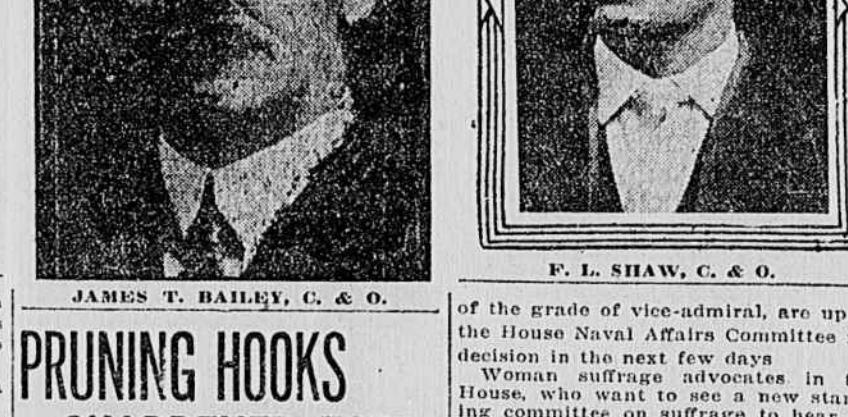
This Coupon Not Good After February 7.
Contest Ends February 28, 1914.

Vote to Date in Contest for Most Popular Conductor.

Name.	Railroad.	No. Votes
T. J. Hewlett.....	C. & O.	7,799
J. T. Canada.....	Southern	6,541
W. D. Rudd.....	Southern	2,844
Jas. T. Bailey.....	C. & O.	1,678
F. L. Shaw.....	C. & O.	912
P. J. Hawkes.....	N. & W.	710
John W. Cotton, Jr.....	A. C. L.	682
L. C. Schwelkert.....	C. & O.	582
C. G. Blakey.....	R. F. & P.	531
J. L. Howell.....	A. C. L.	400
J. T. Southward.....	R. F. & P.	327
N. Cannon.....	R. F. & P.	255
A. C. Anthony.....	C. & O.	227
W. M. Whitehurst.....	S. A. L.	205
C. M. Mallory.....	R. F. & P.	181
H. J. Clarke.....	Southern	143
Robt. L. Deavers.....	R. F. & P.	134
W. M. Cousins.....	R. F. & P.	118
W. S. Eastwood.....	Southern	109
S. F. Wright.....	Southern	102
Robt. Lynch.....	Southern	103
J. A. Thompson.....	R. F. & P.	102
E. W. Michle.....	C. & O.	102
A. T. Atwell.....	Southern	100

We have temporarily discontinued the names of conductors who have not 100 votes to their credit. As soon as 100 or more votes are registered these names will be published.

SOME POPULAR RAILROAD CONDUCTORS



away, and although a posse of several hundred pursued him, he had not been caught to-night. Miss Booth was alone when the negro entered the room.

Drops Dead of Apoplexy.
Miami, Fla., February 1.—William Helfrich, a wealthy lumber dealer of Evansville, Ind., dropped dead here to-day of apoplexy. He was entering a local church when stricken.

DEATHS

GOODMAN.—Died at her home, "Eastview," near Hollins College, at 9:30 A. M., January 30, 1914. FRANCES ALEXANDER (SMITH) GOODMAN, wife of Robert T. Goodman, after one week at illness. She was 62 years of age. Her husband, three of her daughters, her son-in-law, Dr. Brown, and one of her grandchildren, Frank Brazelton, were with her.

The funeral was from the home of her daughter, Mrs. Ralph W. Brown, 1210 Franklin Road, at 10 o'clock on Sunday, February 1, at 2 P. M., and interment in Fairview Cemetery.

Mrs. Goodman was born on the 22nd of October, 1851, in Cartersville, Cumberland County, Va. Her parents' home was near the "Leeds" plantation in Powhatan County. She was married on the 23d April, 1871, to Robert T. Goodman, of "Westview," Cumberland County, and they went to live on "Auburn," the plantation he gave her at the time. Their golden wedding was celebrated in 1907 by trip given them by their children to Richmond, Mt. Vernon, Cumberland, Washington and down the Potomac to Jamestown.

In '01, on April 21st, Mr. Goodman went into the war as a member of the Black Eagle Riflemen of Fork of the Will, mustered after reaching Richmond, and served in the Tenth Virginia Regiment, Infantry, Carter Harrison, captain; Colonel R. W. Wilcox, colonel; and leaving E. Wilcox, colonel, and the husband and wife knelt in leaving the country's service, that all property must go but that the husband spare him to her and their three small children.

After the war passed through their home on the way to Appomattox. He saw the three small children, and had them raised up so could kiss them; he always loved children. Realizing that the last devastation of the war was in 1861, Mr. and Mrs. Goodman moved to Richmond, Va., attracted here by Hollins Institute and Professor Chas. L. Cooke. There their daughter, Mrs. John W. Brown, from start to finish; two nieces sent for several years, and the two sons as boys were permitted (through preparatory department).

Their lives were devoted to their children, and no sacrifice or work was too great for them to do. Mrs. Goodman belonged to the old Eastern Virginia type of real nobility, an indomitable courage and firm purpose, gentle, dignified, possessing a wonderful sense of justice and a high sense of duty. Her temperament, faithful, true, unselfish, loving.

She is survived by her husband, seventy-eight years old, on Monday, before—29th January—his beloved companion passed away; five daughters, one son, Mrs. John W. Brown, children of the older son, the children being Mrs. Ed. P. Mobley, South Carolina; Mrs. John W. Brown, Texas; Mrs. J. R. Goodman, widow of son, Texas; Mrs. Charles Herbert Shuman, New York; Mrs. Ralph W. Brown, Richmond, Va.; Mrs. Watson Goodman, Montana; Miss Mobley, Russell, Goodman, "Eastview," Hollins, Va., who has been her constant companion for the past ten years.

A long and happy life this couple have had together, each doing out what the other needed, scarcely ever separated, and so had grown most dependent upon each other.

FORD.—Died, February 1, at 4 P. M., at the residence of her daughter, Mrs. Charles Scott, 1932 Leckie Street, Portsmouth, Va., MRS. SUSAN FORD, widow of S. J. Ford, formerly of Norfolk, died at 12:15 TUESDAY, February 2.

NEBLETT.—Died, Sunday morning at 4 o'clock, at the residence of her daughter, Mrs. J. A. Marshall, 1433 Hull Street, after a lengthy illness. MRS. M. A. NEBLETT, sixty-three years old. She is survived by two sons, Ernest H. and Willie Marshall, and one daughter, Mrs. J. A. Marshall. The funeral will be held THIS AFTERNOON at 2 o'clock at the Fairmount Baptist Church. Interment will be in Maury Cemetery.

DAVIS.—Died, at the Retreat for the Sick, Sunday, February 1, 1914, at 9 o'clock A. M., D. EDWIN DAVIS, of the forty-first year of his age. He was buried by his wife, Mrs. W. E. Davis, two brothers, Thomas E. and J. W. Davis, two sisters, Mrs. Robert D. Davis, and Mrs. E. W. O'Brien, of Rock Mount, N. C.

Funeral THIS EVENING at 8 o'clock at the Fairmount Baptist Church. Remains at the home of his brother, W. Davis, 1212 North Twenty-second Street. Friends and acquaintances requested to attend.

RIDD.—Died, at 12:30 A. M., February 1, 1914, at her residence, Skirmish, Chesterfield, Va., MRS. S. E. RIDD, widow of A. R. Ridd, aged seventy-five years. She leaves the following children to mourn their loss: A. R. Ridd, Porto Rico; Rev. R. H. Ridd, West Virginia; Vortey F. Ridd, this city; A. C. Ridd, Douglassville, Ga.; Miss Genevieve Ridd, Chesterfield; Mrs. W. H. Bagwell, Hamilton, N. C. Her husband leaves a number of grandchildren and a host of friends to mourn their loss.

Funeral from the home at 3 P. M. TO-DAY.

BILLUPS.—Died, at his residence, 709 North Twenty-eighth Street, Sunday, February 1, 1914, at 1:15 A. M., WM. A. BILLUPS, aged eighty-seven years. He is survived by one son, J. F. Billups, of Mathews County, Va., and one daughter, Mrs. L. E. Montague, of this city, and four grandchildren and seven great-grandchildren.

Funeral TUESDAY at 11 A. M. from the residence. Friends and acquaintances invited to attend. No flowers.

COX.—Died, at 4 o'clock, February 1, 1914, at his residence, 1710 Venable Street, DANIEL T. COX, of the late Thomas W. Cox. He leaves to mourn their loss four brothers—James J. Cox, Edward V. Cox, and John L. Cox, and one sister, Rosa, and mother. Funeral from St. Peter's Church TUESDAY MORNING at 10 o'clock. Interment in Mt. Calvary.

WILDS.—Died, at the residence of her daughter, Mrs. Mary Lawder, of Washington, D. C., at 12:10 Sunday morning, MRS. JULIA A. WILDS, wife of Dr. John W. Wilds, of Henrico County, Va. She was in her seventy-eighth year, and was highly respected by all who knew her. She is survived by her husband, three children and four grandchildren to mourn their loss.

Funeral from above residence TO-DAY at 3 P. M. Interment in Oakwood.

BLACKBURN.—Died, at the residence of her daughter, Mrs. L. G. Winn, on Nine-Mile Road, MRS. MARY BLACKBURN, aged eighty-two years. She leaves two brothers